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REMARKS

This Amendment is a supplement to the Response filed on December 23, 2003. The Supplemental Amendment is in response to the Office Action dated September 9, 2003 and to the telephone interview that was held on January 28, 2004 with the Examiner and his supervisor. Applicant appreciates the Examiner's continued thorough examination of the application as evidenced by the Office Action. Applicant also appreciates the courtesies that were extended by the Examiner and his supervisor to Applicant's counsel in the telephone interview. In response to the Office Action, Applicant has amended Claim 11 and added new Claims 16-29. Applicant respectfully submits that all pending claims are patentable in light of the cited references. Applicant therefore respectfully requests reconsideration and allowance of the application in light of the remarks below.

I. The Claims Are Supported By the Specification

During the telephone interview, questions were raised concerning whether Claims 11-15 are supported by the specification. This issue has been previously raised and dealt with in past prosecution. Applicant refers the Examiner to a previous Amendment filed by Applicant on October 18, 2002. This Amendment outlines in detail the portions of the specification that support the recitations of these claims. Based on the comments from this previous Amendment, Applicant respectfully submits that these claims are supported by the specification.

Applicant has added new Claims 16-29. Applicant respectfully submits that these claims are also supported by the specification. Claims 18-23, 27, and 28 include some of the same recitations as are found in Claims 11-15. As such, these claims are supported by the specification for the same reasons articulated in the Amendment filed October 18, 2002.

Claims 16, 24-26, and 29 all recite differentiating city codes from the flight data and converting these to city names. This aspect of the claimed invention is discussed in detail on pages 9 and 10 of the specification, which Applicant submits provides more than adequate support for these claims.

Claims 17 and 26 are new independent claims having somewhat different recitations from that of Claim 11. These claims state in somewhat clearer language the patentable aspects of the

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claimed invention. For example, Claim 17 recites a system that receives flight information and converts the information into an audio format file and radio broadcasts the file. These recitations are fully supported by the specification. At the bottom of page 8 and the top of page 9, the specification clearly discloses this aspect of the invention.

II. Claims 11-16 and 26-29 Are Patentable

Independent Claims 11 and 26 recite among other things differentiating city codes from the flight information. Applicant submits that this is nowhere taught or suggested by the cited references. Applicant therefore submits that independent Claims 11 and 26, as well as the claims that depend respectively therefrom, are patentable.

III. Claims 17-25 Are Patentable

As mentioned above, independent Claim 17 recites a system that receives flight information, sorts the flight information into a desired sequence, converts the flight information into an audio format file, and then broadcasts the file via RF communications. None of the cited references teach or suggest this aspect of the claimed invention.

Specifically, Applicant agrees that the '912 Nishimura patent does disclose storage of certain types of information related to aircraft, however, it nowhere teaches or suggests RF broadcasting this information. This information is only disclosed as being provided to the monitor of the air-traffic operator. The portions of the '912 Nishimura patent cited by the Examiner concerning transmission of radio broadcast signals in no way discloses transmission of sequenced flight information. Instead this section, namely col. 12, line 53 thru col. 13, line 11, only discloses an air traffic operator carrying on voice communications with aircraft using RF transmissions. There is no mention whatsoever of sorting flight information into a desired sequence and creating an audio format file including the flight information, much less broadcasting the contents of the audio format file via the RF communication link.

The '912 Nishimura patent plainly illustrates that the flight information discussed in other parts of the disclosure is not provided to the aircraft. Instead, it is provided to the operator via a display. There is no mention at all of providing this information to the aircraft via RF broadcast. The only mention of use of RF broadcasting is disclosure relating verbal communications

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between the air-traffic operator and the pilot of the aircraft. The '912 Nishimura patent does not disclose what communications occur between the air-traffic operator and the pilot. In fact, the communications occur during boarding of the aircraft, and as such, it is not readily apparent that the air-traffic operator and pilot are even discussing flight information.

Applicant further submits that combining the '785 Richardson, Jr. patent with the '912 Nishimura patent does not remedy the insufficiencies noted with the '912 Nishimura patent. Specifically, the '785 Richardson, Jr. patent does not teach or suggest downloading flight information from a reservation system and later transmitting this information. Instead, the '785 Richardson, Jr. patent merely discloses recording audio sounds from a first user, transmitting the audio sound file across a wide area network, and playing the contents of the audio file to another user. As the information received from the first user, stored in the system, transmitted to another file location, and provided to another user is an audio file, there is no "sorting of the retrieved flight information."

While it is true that the '785 Richardson, Jr. patent discloses relay of flight information, it nowhere teaches or suggests that the system gathers the information from a reservation system, converts the data, and sorts the data. Instead, at best, the '785 Richardson, Jr. patent discloses recording a user's audible recitation of a flight schedule, transmission of the audio file to another user, and replay of the audio file. As the system described in the '785 Richardson patent is merely recording and replaying an audio file saved by a user, it nowhere teaches or suggests "sorting retrieved flight information into a desired sequence" as is recited in independent Claim 11. If there is any sorting of the flight information at all, it is done by the user when recording the audio file, not the system as is recited in independent Claim 11. In other words, the user is recording the data into an audio file in the sequence with which the user wants the data relayed to the other user, the system nowhere sorts the data in the '875 Richardson patent.

In light of the above, Applicant respectfully submits that independent Claim 17, as well as the claims that depend therefrom, is patentable over the cited references.

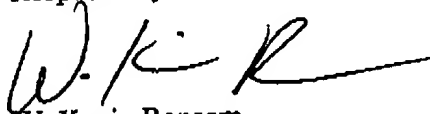
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CONCLUSION

In light of the amended and added claims and the remarks presented above, Applicant respectfully submits that the case is now in condition for allowance. It is therefore requested that a Notice of Allowance be issued. The Examiner is encouraged to contact Applicant's undersigned attorney to resolve any remaining issues in order to expedite examination of the present application.

Applicant asserts that no added extension fees should be due for filing this Supplemental Amendment. An earlier Response to the Office Action was timely filed on December 23, 2003, meeting all of the requirements. The December 23, 2003 Response should stay the deadline. However, in the event that additional extensions of time are necessary to allow consideration of this paper, such extensions are hereby petitioned under 37 CFR § 1.136(a), and any fee required therefore (including fees for net addition of claims) is hereby authorized to be charged to Deposit Account No. 16-0605.

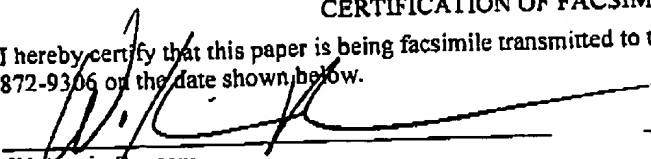
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